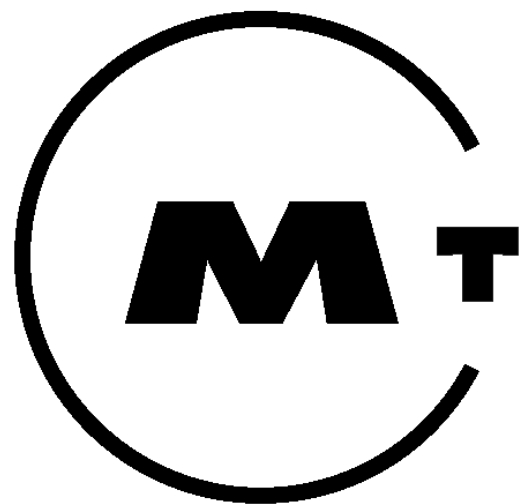


Regional Transportation Plan 2001

Public Outreach & Involvement Program

Phase II Summary Report



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EXECUTIVE SUMMARY

INTRODUCTION

The *Regional Transportation Plan* (RTP) is the principal long-range planning document of the Metropolitan Transportation Commission (MTC). The 2001 RTP is a comprehensive, \$87 billion plan that specifies the investments and strategies necessary to maintain, manage and improve the Bay Area's surface transportation network in the nine-county San Francisco Bay region. The plan also covers how MTC intends to spend transportation funding likely to flow to the region from existing local, regional, state and federal sources between now and 2025.

Public involvement is a critical component in the identification of RTP investments and strategies to improve mobility in the Bay Area. MTC implemented a multifaceted effort to involve the public in shaping the future of transportation. This public involvement effort had two phases, which corresponded to two phases in the formulation of the document.

From late February to mid-May 2001, MTC implemented Phase I of the RTP Public Outreach and Involvement Program. Phase I was designed to get the public's direction on regional priorities for policy statements to be included in the RTP, to influence the list of funded projects that are included in the plan, and to define a set of alternative transportation funding approaches for the region. For nearly four months MTC collected, reviewed and analyzed thousands of comments from the public. This process is documented in "Public Outreach & Involvement Program: Phase I Summary Report," which was issued in June 2001.

The public input obtained during Phase I of the Public Outreach and Involvement Program was vital to the development of the Draft RTP, which was issued for public review in August 2001. In response to the public, the Draft RTP included a new goal on safety, proposed tripling the funding for the Transportation for Livable Communities (TLC) program and the Housing Incentive Program (HIP), and took on the task of defining a Lifeline Transit Network—a set of Bay Area transit routes that meet the transportation needs of low-income persons.

COMPREHENSIVE PHASE II PUBLIC INVOLVEMENT PLAN SPURRED INPUT ON DRAFT RTP

With the release in August 2001 of the Draft RTP, MTC launched Phase II of its Public Outreach and Involvement Program. Building on the momentum of Phase I, MTC formulated another multifaceted effort to encourage and enable citizens and stakeholders to respond to the Draft RTP.

The Phase II Public Outreach Program focused on providing the maximum number of people with easy, direct opportunities to convey their views on the draft plan. Elements of the Phase II outreach plan included:

Distribution of the Draft RTP: MTC mailed a copy of the Overview of the Draft RTP to more than 10,000 individuals and organizations (the Overview is the first chapter of the RTP), along with information on how to request a copy of the complete Draft RTP, view the RTP online and submit comments.

Survey: Enclosed with the Overview was a one-page survey on which participants could comment on several facets of the Draft RTP. *More than 185 people responded to the survey.*

MTC's Website: The RTP was a primary focus of MTC's website throughout 2001. The site included the full text of the Draft RTP and the survey soliciting public comment on the document (survey responses also could be sent via e-mail). RTP supplementary reports also were posted on the website, along with memorandum from staff to the Commission relaying additional work completed on components of the RTP. *The RTP section of MTC's website received more than 40,000 total hits from January through mid-November, despite initial conservative projections of 1,000 hits per public involvement phase. During Phase II of the RTP outreach effort, the website received more than 15,000 hits.*

Media Coverage: MTC issued press releases and bought display ads in Bay Area newspapers to notify the public of upcoming meetings; MTC Commissioners and staff authored editorials and ensured that opportunities for public involvement were broadcast on radio and TV. *The Phase II campaign resulted in seven newspaper editorials and opinion pieces, plus some 50 newspaper articles notifying the public about upcoming public meetings, reporting on the meetings themselves and detailing key points of the RTP.*

Public Workshops: MTC held eight public meetings/workshops throughout the Bay Area to present the Draft RTP to the public and to solicit input. *Despite the unfortunate events of September 11, the eight Phase II public workshops, most held in September, attracted some 370 individuals; one meeting (9/11) was rescheduled for early October.*

Presentations by Commissioners and Staff: A number of Commissioners and staff made RTP presentations to community groups and trade groups. *Commissioners and MTC staff made some 25 presentations to public groups ranging from El Cerrito's St. John's Senior Center to the Transportation Committee of the Tri-Valley Business Council.*

Advisory Committee Meetings: MTC sought the input of its citizen advisory committees, keeping them apprised of the development of the RTP and its supplementary reports, and reviewing in detail various aspects of the RTP.

In addition to comments submitted via mail, fax or the Internet, and those aired at the workshops, the regularly scheduled MTC committee and Commission meetings held from September to December became another important forum for the public to get their message to Commissioners. All MTC committee and Commission meetings are open to the public, and the public took advantage of this by attending, and rallying, to speak directly to Commissioners.

TARGETED OUTREACH GENERATED FEEDBACK

A number of parallel efforts generated feedback from targeted transportation user groups that helped guide proposed RTP investments. These elements were integral to the development of the RTP, and each had its own public involvement effort:

The Environmental Justice Report

Documents an extensive analysis of environmental justice issues in the context of developing the RTP. The work in this area was designed to ensure that (a) minority and low-income communities were included in the transportation process and (b) communities of concern enjoy equally the benefits of the transportation network without bearing a disproportionate share of the burdens of that network. The Environmental Justice Advisory Group provided guidance and meaningful direction for the 2001 RTP through a series of six meetings during 2001.

The Lifeline Transportation Network Report

Documents an ambitious effort to identify a set of Bay Area transit routes that meet the transportation needs of low-income persons. The Lifeline Transportation Network report identifies *preliminary* findings of MTC's analysis, including an identification of routes that comprise the Lifeline Network and gaps in the network. MTC conducted a series of seven public workshops in September and October to help define the Lifeline Transportation Network. The workshops were attended by nearly 90 participants, including transit operators, social service agencies and community members.

The Regional Transit Expansion Policy

Describes a set of rail and express bus projects that will compete for competitive federal "New Starts" funds. The eight public workshops held during Phase II included a special focus on projects proposed for inclusion in the RTEP. Facilitators at the workshops spent part of the meeting soliciting public comment on this subject. In addition, a letter was sent to all Phase 2 workshop participants to let them know of additional work completed by staff on the RTEP evaluation criteria and of the release of a draft program of projects; the letter informed them where to go to on the web to view this information, or to call MTC to request a copy by mail.

The Performance Measures Report

The report's purpose was to define quantifiable performance measures for long-range transportation planning and to develop ways to test the efficacy of these measures. The Performance Measures Working Group met seven times during 2001.

The Regional Bicycle Plan

Defines, for the first time, a regional, interconnected network of bike routes, paths and trails and lays the groundwork for closing gaps in that network. MTC convened a study oversight committee for the duration of the Regional Bicycle Plan. Additional outreach efforts included two kick-off meetings, presentations to each of the nine county bicycle advisory committee meetings and four final outreach meetings. More than 150 people participated in these efforts. The draft Regional Bicycle Plan was completed in November and was finalized in December.

Pedestrian Safety Task Force

Convened in 2001 by MTC to develop proposals for larger regional involvement in the area of bicycle and pedestrian safety issues. The first-ever MTC Pedestrian Safety Summit was held on October 9, 2001, with more than 90 local law enforcement, public works, public health officials and community activists in attendance. Recommendations from the summit were produced for the 2001 RTP.

PEOPLE TALKED AND MTC LISTENED

A complete summary of the public's comments on the Draft RTP and MTC's responses is presented in Chapter 3 of this report.

The summary of public comments and MTC responses was presented to Commissioners at the October and November 2001 meetings of MTC's Planning and Operations Committee. At Committee meetings and through workshops, a Web survey, letters and emails, MTC established and maintained an on-going dialogue on the RTP with interested members of the community. The issues that attracted the most frequent public comments during Phase II are:

Transit

Regional Transit Expansion Policy (RTEP)

Specific Proposed RTEP Projects

- Transbay Terminal and Caltrain Improvements (San Francisco/Peninsula)
- Regional Rail, BART and Rapid Bus Services
- BART to San Jose
- BART/Oakland Airport Connector

- Muni Central Subway (San Francisco)
- Northwestern Pacific (NWP) Rail service (North Bay)

Regional Lifeline Transportation Network

Subsidized Transit Passes for Low-Income Students (East Bay)

Transit Capital Shortfalls

Bicycling and Walking

Regional Bicycle Plan and Pedestrian Safety Task Force

Specific Highway Projects

Hayward Bypass

Caldecott Tunnel 4th Bore

Possible Innovative Strategies

Raising Bridge Tolls During Peak Hours

Incentives to Convert Free Parking to Paid Parking

Reversible Freeway Lanes

Transportation and Land Use

Transportation and Land Use Planning

Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) [MTC funding programs]

Funding and Funding Priorities

The Need for New Transportation Funding

Funding Equity

Roads vs. Transit

Management and Maintenance of Existing Transportation System

Economic Vitality/Goods Movement

MTC and the Regional Transportation Plan

MTC Leadership

Regional Vision in the RTP

Performance Measures for the RTP

Other

Safety (Transit, Bicycling, Driving)

MTC Regional Customer Service Programs

Transportation Demands from an Aging Population

INTRODUCTION

DEFINING THE RTP

The *Regional Transportation Plan* (RTP) is the principal long-range planning document of the Metropolitan Transportation Commission (MTC). The 2001 RTP is a comprehensive, \$87 billion plan that specifies the investments and strategies necessary for the maintenance, management and improvement of the Bay Area's surface transportation network in the nine-county San Francisco Bay Region. The plan specifies how MTC intends to spend transportation funding likely to flow to the region from existing local, regional, state and federal sources between now and 2025.

The RTP is prepared in accordance with federal regulations mandating that transportation plans cover a 20-plus-year time horizon. It reviews Bay Area transit policy goals and objectives, provides travel trends and projections, describes programs and actions to meet the goals, and summarizes financial costs and considerations. An environmental impact report (EIR), as required by the California Environmental Quality Act (CEQA) of 1970, also accompanies the RTP.

REGIONAL NECESSITY FOR THE RTP

Eighty-seven billion dollars over the next 25 years is not enough to expand the Bay Area's transportation services to meet the needs of a fast-growing population and economy. Most of the anticipated funding is already committed for the continuing operations and maintenance of our *existing* transportation network over the next 25 years. Other funding is designated for projects that MTC, local governments and Bay Area voters have already agreed to design and implement. This left about \$8.6 billion in "uncommitted" funding in the Draft 2001 RTP. One of the primary functions of the 2001 RTP is to specify how MTC will spend this \$8.6 billion to meet the long-term transportation needs of the region. In addition, the 2001 RTP also includes a set of potential new programs and projects that *could* be developed if the Bay Area obtains additional funding from increased gas taxes, sales taxes, user fees or other sources.

During the development and prioritization of these potential new programs and projects, MTC depended on public participation and input to develop long-range objectives. An extensive public outreach campaign lasted throughout the planning process, successfully generating the involvement of thousands of individuals and dozens of organizations.

DEVELOPMENT OF THE RTP

In development for approximately one year, the 2001 edition of the plan is the product of a concerted analysis by MTC staff and a team of consultants, plus a parallel analysis and deliberation process on the part of the nine county congestion management agencies. A critical component of this analysis and the development of the RTP was gaining extensive public involvement and input to help identify investments and strategies to improve mobility in the Bay Area and attain consensus on regional transportation priorities.

In order to obtain and respond to public comments and concerns, MTC implemented a multifaceted effort to involve the public in shaping the future of transportation. This public involvement effort had two phases. In *Phase I*, MTC solicited public involvement early in the planning process that was integral to the development of the Draft RTP report. The Draft RTP was distributed for comment in August. The *Phase II* outreach campaign was designed to elicit comment and feedback on the Draft RTP, specifically how people felt about the transportation projects and innovative solutions proposed in the draft document.

Phase I

From late February to mid-May 2001, MTC implemented Phase I of the RTP Public Outreach and Involvement Program. Phase I of the program was designed to get direction on regional priorities for the RTP's policy element, to influence the list of funded projects that are included in the plan, and to define a set of alternative transportation funding approaches for the region. For nearly four months MTC collected, reviewed and analyzed thousands of comments from the public. This process is documented in "Public Outreach & Involvement Program: Phase I Summary Report," which was issued in June 2001.

The public input obtained during Phase I of the Public Outreach and Involvement Program was vital to the development of the Draft RTP, which was issued for public review in August 2001. For example, in response to concerns on safety from transit riders, bicyclists and motorists, the Draft RTP included a new overall goal on transportation safety. Similarly, public testimony in Phase I led MTC to propose tripling the funding for the Transportation for Livable Communities (TLC) program and the Housing Incentive Program (HIP). In the same fashion, extensive Phase I input on the transportation needs of low-income communities helped propel the development of the proposed Lifeline Transportation Network.

Phase II

With the release in August 2001 of the Draft RTP, MTC launched Phase II of its Public Outreach and Involvement Program. Building on the momentum of Phase I, MTC formulated another

multifaceted effort to encourage and enable citizens and stakeholders to respond to the Draft RTP. The Phase II Public Outreach Program focused on providing the public with easy, direct opportunities to convey their views on the draft plan.

The second phase of MTC's public involvement program solicited feedback on the policy statements, planning initiatives and specific projects proposed for funding in the Draft RTP. MTC sent surveys to some 10,000 participants on the RTP project mailing list requesting their opinions on the Draft RTP. The Draft RTP and the survey were also posted on MTC's website, and the public was invited to review and comment on the Plan. MTC also convened community workshops to invite public comment on the draft, spoke at community and business association meetings, and invited comment on the Draft RTP during the agency's regularly scheduled committee and Commission meetings.

At committee meetings and through letters and emails, MTC established and maintained a dialogue with respondents. For each letter, fax, or e-mail received by MTC, a staff member sent back a response letter addressing individual concerns. Public comments and staff responses were presented to Commissioners at the October and November 2001 meetings of MTC's Planning and Operations Committee. A summary of the public's comments can be found in Chapter 3 of this report. A complete catalogue of the workshop testimony and web site input, as well as letters and emails received by MTC, is available in a two-volume Appendix to this report.

Parallel Outreach Efforts

A number of parallel efforts, conducted simultaneously with the development of the Draft RTP, further defined specific components for improving the region's transportation network. These elements, which were integral to the RTP, each contained its own public involvement effort. MTC published the results of the efforts in several supplementary reports in conjunction with the Draft RTP. Each report is available on the Web at <www.mtc.ca.gov> or through the MTC Library in Oakland. The reports are as follows:

Environmental Justice Report for the 2001 RTP

Regional Transit Expansion Policy: Initial Analysis and Program of Projects

Performance Measures Report for the 2001 RTP

2001 Regional Bicycle Plan for the San Francisco Bay Area

Lifeline Transportation Network Report

REPORT OVERVIEW

This report is the second of two documents describing the ongoing RTP public outreach and involvement program conducted by MTC. The first report, submitted June 2001, summarizes the Phase I outreach and involvement activities. This report describes in detail the Phase II outreach activities that were conducted following the public distribution of the Draft RTP.

The report is divided into three sections. Chapter 1 summarizes the Phase II outreach activities and the methods used to solicit and understand public comments. These efforts included an ambitious outreach program to involve residents across the Bay Area and a comprehensive system of feedback opportunities to ensure that all participants had a chance to be heard.

Chapter 2 describes six parallel outreach efforts undertaken by MTC to solicit public input on specific transportation issues such as bicycle transportation, the needs of low-income transit users and environmental justice concerns. These six elements were integral to the RTP and each had its own public involvement effort.

Chapter 3 describes the most frequent and pressing concerns that emerged from the surveys, letters and public meetings held to discuss the Draft RTP. This section summarizes the concerns expressed and describes MTC's responses to these comments.

The Appendices comprise the companion volumes to the Phase II Summary Report. The Appendices, which are contained in two volumes, include each letter and survey response received by MTC on the Draft RTP over the entire public outreach and involvement program. Included with each letter and survey is the individual response that was sent to the people submitting public comments. The Appendices also include the full transcripts of each of the eight public outreach workshops, as transcribed by a certified court reporter. The Appendices are listed below:

Appendix A: SURVEY RESPONSES ON THE DRAFT 2001 REGIONAL TRANSPORTATION PLAN FOR THE SAN FRANCISCO BAY AREA

Appendix B: PUBLIC OUTREACH WORKSHOPS / PUBLIC HEARINGS POWERPOINT PRESENTATION

Appendix C: PUBLIC OUTREACH WORKSHOPS / PUBLIC HEARINGS CERTIFIED TRANSCRIPTS OF PROCEEDINGS

Appendix D: PROPOSED SCHOOL BUS PASS PILOT PROJECT PUBLIC COMMENTS AND MTC RESPONSES

Appendix E: GENERAL PUBLIC COMMENTS AND MTC RESPONSES

1. SUMMARY OF PHASE II ACTIVITIES

A MULTIFACETED EFFORT TO REACH BAY AREA RESIDENTS

The Phase II Public Outreach Program focused on giving the public easy, direct opportunities to express their views on the draft plan. The Outreach Program used a multipronged approach to reach out to Bay Area residents, notify them of the completion of the 2001 Draft RTP and provide different types of opportunities for public input. Phase II began with the release of the Draft RTP in August and continued through approval of the 2001 RTP by the Commission in December. Throughout the course of the Outreach Program, thousands of Bay Area residents were targeted for involvement, and thousands responded -- viewing the Draft RTP on MTC's Web site, sending letters and e-mail to MTC, and participating in public meetings and workshops.

NOTIFYING THE PUBLIC

MTC used multiple methods to reach out and encourage public participation. These methods were designed to invite a broad cross-section of Bay Area residents by using media that are familiar to diverse population groups.

Press Releases to Bay Area newspapers and television and radio stations

Newspaper Display Ads

MTC Web site

MTC Monthly Newsletter

Direct Notification Mailing Campaign

Indirect Notification by Local Advocacy Groups

MTC issued press releases and bought display ads in Bay Area newspapers to notify the public of upcoming meetings. News about the public involvement campaign was broadcast on local television and radio stations as well. These announcements were designed to encourage local residents (particularly those that had not engaged in the process to date) to investigate the MTC website, learn more about the planning process and attend one of the public meetings or workshops held in their local area.

MTC also used its Web site to advertise Phase II of the Outreach Program. The MTC Web site includes a major section on the RTP that gave access to full downloadable versions of the Draft 2001 RTP, the report Overview (which served as the Executive Summary), and five RTP-related

studies and reports that were produced in conjunction with the 2001 RTP. These are described more fully in Chapter 2 of this report. The report Overview was also available in Spanish and Chinese.

The September 2001 issue of MTC's monthly newsletter, *Transactions*, was devoted to the Draft RTP and encouraged public comment on the document. The newsletter was mailed to approximately 12,000 individuals and organizations in the region.

MTC undertook an aggressive direct notification campaign that involved mailings to thousands of Bay Area residents and organizations. Using mailing lists and e-mail lists developed over the past few years as well as during the Phase I Public Outreach Program, MTC sent out a notice of the completion of the Draft RTP and the beginning of the second outreach phase.

MTC's efforts were matched by notices from partner agencies and transit organizations to their members. Local advocacy agencies such as the Bay Area Transportation and Land Use Coalition, Urban Ecology, Save Muni and many others passed on the RTP information that they received from MTC to their members through their internal websites, list serves, phone trees and newsletters.

DISTRIBUTING THE DRAFT RTP AND REPORT OVERVIEW

The Overview, produced by MTC staff and bound separately from the full draft, provided a vital, public-friendly summary of the Draft RTP. In an easy-to-read format, the Overview informed readers about RTP goals, key projects in each county and a series of "works in progress" such as the Regional Transit Expansion Policy and the Regional Bicycle Plan. The Overview also provided information on the next steps in the RTP outreach program.

Two principal methods were used to disseminate the Draft RTP and the Overview:

Mail

Website and Computer Technologies

Nearly 10,000 copies of the report Overview were mailed to Bay Area residents and organizations. This mailing packet included the report Overview, a survey inviting comments on the Overview, and information about how to obtain a copy of the Draft 2001 RTP in its entirety. The notice also recommended reviewing the MTC website to view the Draft RTP and the other RTP-related studies and reports.

The Overview mailing list was developed by MTC and included the names and addresses of all individuals who had participated in the public outreach activities of Phase I. Participants in Phase I activities who had signed up to receive e-mail notifications of upcoming events were sent such

notifications of the distribution of the Draft RTP and were invited to review the Draft RTP or the report Overview on the MTC website.

The website was a critical method of distributing the Draft RTP, the report Overview and the other related reports. During Phase II of the Public Outreach and Involvement Program, the MTC website received more than 15,000 hits. The survey, distributed in the mail with the report Overview, was also posted on the Web site. Viewers were invited to submit the survey electronically or to print out the survey and mail or fax it to MTC directly. The surveys received by MTC are collected in Appendix A.

ENCOURAGING PUBLIC INPUT

The efforts involved in notifying the public and distributing the report resulted in a high degree of public input and involvement in the RTP planning process. Matching the multifaceted outreach effort, MTC designed many ways for the public to express their thoughts, concerns and hopes for transportation in the Bay Area.

The success of MTC's outreach activities is evident in the strong participation and interest that was generated in the second phase of the Outreach Program. MTC public meetings and workshops were attended by hundreds of Bay Area residents, representing themselves, their friends and neighbors, and others sharing similar interests and concerns. Hundreds more letters, faxes, and e-mails poured into MTC offices from older adults, Latina mothers, urban bike riders and every spectrum of interest, age and ethnicity that comes together to form our diverse community. The many forms of public involvement and MTC's responses to public concerns are described below for each of the following public involvement strategies:

Surveys

Letters, Faxes, and E-mails

Public Outreach Workshops / Public Hearings

Committee and Commission Meetings

Parallel RTP Studies and Reports

Surveys

The RTP survey, posted on the website and mailed to thousands of Bay Area residents and organizations, asks respondents, "What do you think of the Draft 2001 RTP?" The survey instrument, included for information purposes in Appendix A, asks respondents specific questions about the Draft 2001 RTP. Asking respondents to reference specific pages in the Overview, the

S U M M A R Y O F P H A S E I I A C T I V I T I E S

survey asks individuals to give their thoughts and opinions about the innovative solutions and programs proposed, how funding is allocated, and support for local projects.

As with every form of written communication received, MTC sent replies to each of the survey respondents that provided a postal or e-mail address. The surveys and the replies by MTC are included for review in Appendix A.

Letters, Faxes, and E-mails

Many individuals initiated more formal communications with MTC, sending letters on specific issues and concerns that were not addressed by the survey. Many of these letters were from individuals representing local community agencies, planning bodies, transit organizations, neighborhood and business associations, and transit advocacy groups. But some were also from local citizens, simply writing to express their thoughts and concerns. For each of the letters received, MTC staff and commissioners crafted a personal reply addressing the letter writer's concerns. When appropriate, replies from MTC were sent back in Spanish.

The letters and the MTC replies are included in Appendices D and E. Appendix D includes those letters specifically addressing the school bus pass pilot project, while Appendix E contains all the remaining letters.

Public Outreach Workshops / Public Hearings

Eight Phase II Public Outreach Workshops / Public Hearings were held on the Draft RTP during September and early October. Seven workshops were held in public locations around the Bay Area. The eighth workshop was conducted as part of the MTC Commission meeting on September 26, 2001. The workshops were attended by a total of 400 individuals. The following chart lists all Phase II workshops:

Public Outreach Workshops / Public Hearings			
Location	City	Date	Attendees
Kaiser Permanente Richmond Facility	Richmond	9/10/01	45
SamTrans Auditorium	San Carlos	9/13/01	38
John F. Kennedy Library	Vallejo	9/19/01	18
San Francisco Transportation Authority	San Francisco	9/20/01	35
Pleasanton Senior Center	Pleasanton	9/24/01	46
Martin Luther King, Jr. Library	San Jose	9/25/01	41
MTC Lawrence Dahms Auditorium	Oakland	9/26/01	148
Petaluma Community Center	Petaluma	10/3/01	28

The workshops were conducted primarily in the evening to encourage attendance from people who work during the day. The one exception was the meeting in Oakland, which was a regularly

S U M M A R Y O F P H A S E I I A C T I V I T I E S

scheduled MTC Commission meeting held in the morning. Each meeting was held in a public building with sufficient access for people with disabilities. Signs were posted to guide participants to meeting rooms, and Spanish- and Chinese-language translators were available as needed at the meetings.

MTC engaged a team of experienced facilitators to help design and moderate the public workshops. The facilitators were important to outlining the key issues raised in the Draft RTP and to providing a meeting environment in which all attendees were encouraged to participate. MTC provided certified court reporters to transcribe the proceedings and provide an accurate record of each event. A complete transcript for each public workshop is included in Appendix C.

MTC Commissioners and staff were an important part of the workshops as well. The facilitator often asked MTC staff or Commissioners to respond to a question or concern posed by a workshop participant. This way, the workshops became more of a dialogue between MTC and the public rather than a strictly informational meeting. MTC staff and commissioners listened to what participants had to say and were able to respond to specific questions and concerns.

The intent of the workshops was two-fold. First, the workshops were intended to give an overview of the Draft RTP and solicit comments about the draft. Second, the workshops were designed to receive needed input about two critical ongoing components of the Draft RTP: the Regional Transit Expansion Policy and the innovative strategies proposed in the Draft RTP.

The workshops were conducted in three parts.

1. MTC PowerPoint presentation on the Draft RTP
2. Key Issues: Facilitated discussion on the RTEP and innovative strategies
3. General Comments on the Draft RTP

An MTC staff member presented a 20-minute PowerPoint show that outlined the key points of the Draft RTP. The presentation, included in Appendix B, was included at each of the public workshops, except the MTC Commission meeting on September 26, 2001. The presentation described the purpose of the RTP and how it was developed, focusing on the balance between transportation needs and financial constraints. The PowerPoint presentation was tailored for each workshop, showing how each county allocates its share of the undesignated funding in “Track 1” projects. It also described the “Blueprint” projects that each county prioritized for development *if* the Bay Area obtains additional funding from increased gas taxes, sales taxes, user fees, or other sources.

S U M M A R Y O F P H A S E I I A C T I V I T I E S

Next, MTC's consultant team led a discussion of the two key issues concerning the draft:

1. The Regional Transit Expansion Policy (RTEP)
2. Possible Innovative Solutions

The draft Regional Transit Expansion Policy (RTEP) proposed nearly \$11 billion for major new rail and bus projects to improve mobility and enhance connectivity for residents throughout the region. The draft RTEP included a BART extension from Fremont to San Jose and Santa Clara; a "Central Subway" that would extend the San Francisco Muni's Third Street light-rail line to Chinatown; a BART connector to the Oakland Airport; electrification of the Caltrain route and extension of the line to downtown San Francisco; a significant down payment on BART extensions or other rail improvements to Livermore and Antioch; the addition of several new regional express bus services; the replacement of the Transbay Terminal in San Francisco; and AC Transit rapid bus service linking Berkeley, Oakland and San Leandro. The facilitator referred workshop participants to a handout that described the RTEP projects and asked for comment and feedback on the priorities that MTC had drafted. These comments are summarized in Chapter 3 of this report.

Recognizing that not all issues have transit solutions, MTC proposed several innovative solutions that require the public to "think outside of the box" about how to address mobility concerns. The innovative solutions described in the Draft RTP were presented during the PowerPoint presentation and included such ideas as:

- Raising bridge tolls during peak hours (congestion pricing)
- Incentives to convert free parking to paid parking
- Reversible freeway lanes to increase peak-period capacity
- Reducing high speed travel on freeways to improve air quality
- Lifeline Transit Network for low-income areas
- Subsidized transit passes for low income students
- Pooling funds from various agencies to increase incentives for transit oriented development

The public response to these innovative solutions is presented in Chapter 3.

Finally, the consultant team facilitated public comment on all aspects of the Draft RTP. The facilitator generally began this section of the workshop by querying participants about what they thought of the local investments proposed in the Draft RTP. Workshop participants talked about their local areas and spending priorities and discussed more regional transit issues that affected transit users and Bay Area residents across county lines. A full summary of the comments and suggestions regarding the Draft RTP is also outlined in Chapter 3.

Committee and Commission Meetings

The regularly scheduled MTC committee and Commission meetings held from September to December became another important forum for the public to communicate with Commissioners. All MTC committee and commission meetings are open to the public, and the public took advantage of this by attending, and rallying, to speak directly to Commissioners. The September 26, 2001 Commission meeting was dedicated to this purpose, but Commission meetings in subsequent months also included extensive public testimony on the Draft RTP. One hundred two speakers presented their viewpoints at the December 2001 meeting of the Commission's Planning and Operations Committee. Another sixty individuals spoke at the December 2001 Commission meeting, when final action was taken on the 2001 RTP.

Other outreach efforts by Commissioners to educate the public about the Draft RTP were important venues for public debate. A number of Commissioners and staff made presentations to community groups and trade groups about the RTP. Commissioners and MTC staff made some 25 presentations to public groups ranging from El Cerrito's St. John's Senior Center to the Transportation Committee of the Tri-Valley Business Council.

Parallel RTP Studies and Reports

Concurrent to the Phase II Public Outreach and Involvement Program, MTC undertook several other studies on key regional transportation issues. These targeted studies provided information that contributed to the development of the Draft RTP. Each of the studies included an independent public outreach and involvement campaign. Specific descriptions of each study and the public outreach and involvement for these studies is described in the following chapter.

2. OTHER RTP-RELATED PUBLIC INVOLVEMENT

At the same time MTC was conducting public outreach efforts for the Draft Regional Transportation Plan, the agency embarked on six related planning efforts that would also provide important input to the 2001 RTP. Each of these six planning efforts had their own public involvement component. This work included the following:

The Environmental Justice Report
The Lifeline Transportation Network Report
The Regional Transit Expansion Policy
The Performance Measures Report
The Regional Bicycle Plan,
Pedestrian Safety Task Force

ENVIRONMENTAL JUSTICE ADVISORY GROUP

The Environmental Justice Advisory Group provided guidance and meaningful direction for the 2001 RTP through a series of six meetings during 2001. MTC staff provided coordination and support services for the advisory group. Meetings were held on January 17, 2001 (22 attendees), February 6 (22 attendees), March 28 (nine attendees), April 3 (11 attendees), April 24 (12 attendees) and May 8 (12 attendees). A mailing list of 50 individuals was regularly informed about the Advisory Group's meetings; attendance at each meeting averaged 15 individuals. All meetings were held in Oakland.

The Environmental Justice Report for the 2001 RTP documents an extensive analysis of environmental justice issues in the context of developing the RTP. The work in this area was designed to ensure that (a) minority and low-income communities were included in the transportation process and (b) communities of concern enjoy equally the benefits of the transportation network without bearing a disproportionate share of the burdens of that network. A primary feature of the process was the Equity Analysis, in which a series of performance measures were applied to the RTP investment strategies. These measures were intended to evaluate how low-income and minority communities fared under various RTP investments. A full copy of the *Environmental Justice Report* for the 2001 RTP is available on the Web at: www.mtc.ca.gov and in the MTC Library, 101 8th St. in Oakland.

LIFELINE TRANSPORTATION NETWORK

In an ambitious effort to identify a set of Bay Area transit routes that meet the transportation needs of low-income persons, MTC conducted seven public workshops in September and October to help define and develop the Lifeline Transportation Network..

The workshops were attended by nearly 90 participants, including transit operators, social service agencies and community members. The workshops were held in Oakland, San Jose, Vallejo, San Mateo, Richmond and Livermore. The workshops included a presentation by MTC staff on the Lifeline Network development process, a group exercise where participants advised on transit service gaps (both spatial and temporal) and prioritized the most important local service gaps.

The Lifeline Transportation Network report identifies *preliminary* findings of MTC's analysis, including an identification of routes that comprise the Lifeline Transportation Network and gaps in the network. A full copy of the *Lifeline Transportation Network Report* is available on the Web at: <www.mtc.ca.gov> and in the MTC Library, 101 8th St. in Oakland.

REGIONAL TRANSIT EXPANSION POLICY

The Regional Transit Expansion Policy (RTEP) established a criteria for identifying and prioritizing rail and bus options in the most congested corridors of the region. The eight public RTP workshops held during Phase II included a special focus on projects proposed for inclusion in the RTEP program of projects. MTC's facilitators at the workshops spent a significant portion of each meeting soliciting public comment both on the RTEP development process and on specific proposed RTEP projects.

In addition, a letter was sent to all Phase II workshop participants to let them know of additional work completed by MTC staff on the RTEP evaluation criteria and of the release of a draft program of projects. The letter informed them where to go to on MTC's website to view this information, or to call MTC to request a copy by mail.

PERFORMANCE MEASURES WORKING GROUP

A core group of 12 to 15 individuals met seven times between January and September 2001 to develop the performance measures for the RTP, a new feature of the RTP process. Meetings were held on January 5, February 14, February 27, March 21, April 4, April 25, and September 6. Members included representatives from transit agencies, congestion management agencies, transportation sales tax authorities, Caltrans, the Bay Area Air Quality Management District, business groups and environmental organizations.

MTC pursued the development of a Performance Measures Report with three purposes in mind: (1) to define quantifiable performance measures for long-range transportation planning in terms of

distinguishing among proposed projects; (2) to test the efficacy of the measures by analyzing three alternative long-term transportation investment strategies that are described in the 2001 RTP Draft Environmental Impact Report (DEIR); and (3) to develop suggestions for improving the use of performance measures in the future. A full copy of the *Performance Measures Report for the 2001 RTP* is available on the Web at <www.mtc.ca.gov> and in the MTC Library, 101 8th St. in Oakland.

REGIONAL BICYCLE PLAN

The *Regional Bicycle Plan* defines, for the first time, a regional network of bike routes, paths and trails, and lays the groundwork for closing gaps in that network. A major focus of the plan is the completion of two regional trail systems: the Bay Trail, designed to be a continuous path along the edge of San Francisco Bay, and the Ridge Trail, which will encircle the region along an inland route. The plan also addresses the ways in which these trails connect with transit lines, safety, bike parking and other key issues.

To develop the Regional Bicycle Plan, MTC convened an oversight committee that included staff from congestion management agencies, cities, East Bay Regional Park District, transit agencies, Caltrans, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District, and local bicycle advocacy groups. Additional public outreach included two kick-off meetings in May in Oakland and San Francisco, and presentations to county bicycle advisory committees (BAC) in each of the nine counties. In addition, a survey was distributed at this first round of public workshops, BAC meetings, and over the MTC Web page; over 200 responses were received. During the second round of outreach in September, four workshops were held in San Jose, Oakland, Fairfax, and San Francisco. More than 150 people participated in these efforts.

The draft Regional Bicycle Plan was completed in November and was finalized in December. A full copy of the 2001 *Regional Bicycle Plan* for the San Francisco Bay Area is available on the Web at: www.mtc.ca.gov and in the MTC Library, 101 8th St. in Oakland.

PEDESTRIAN SAFETY TASK FORCE

A Pedestrian Safety Task Force was convened in 2001 by MTC to develop proposals for larger regional involvement in the area of bicycle and pedestrian safety issues. The Task Force, which met four times during the year, included representatives from local jurisdictions as well as some citizen advocates. The first-ever MTC Pedestrian Safety Summit was held on October 9, 2001, with more than 90 local law enforcement, public works and public health officials and community activists in attendance. MTC Commissioner Jim Beall chaired the event. The summit culminated months of effort by MTC's Pedestrian Safety Task Force to address key issues facing Bay Area pedestrians. Recommendations from the summit were produced for the 2001 RTP.

3. PHASE II FINDINGS

SUMMARY OF COMMENTS—FROM WORKSHOPS, WEB SURVEY AND LETTERS—AND MTC RESPONSES

A summary of public comments and staff responses was presented to Commissioners at the October and November 2001 meetings of MTC's Planning and Operations Committee.

The following section summarizes the public's comments, which were received through letters, e-mails, survey responses, and public outreach workshops / public hearings. The public comments, along with MTC responses to the comments are described below in the following order:

Regional Transit Expansion Policy

Possible Innovative Solutions

Draft 2001 RTP: Policy

Draft 2001 RTP: Other Projects

Draft 2001 RTP: General Comments

REGIONAL TRANSIT EXPANSION POLICY

The Regional Transit Expansion Policy establishes a criteria for identifying and prioritizing rail and bus options in the most congested corridors of the region. The RTEP establishes two funding tracks for transit projects in the RTP: 1) a fully funded element that will be incorporated into the financially constrained RTP and 2) an advocacy element, the *Blueprint for the 21st Century*, that outlines project priorities and sequencing for rail and bus investments as funds become available.

Public comments on the RTEP were varied. The most frequent addressed the following topics:

Regional Transit Expansion Policy (RTEP), General Comments

Rail, BART and Rapid Bus Services

Transbay Terminal and Caltrain Improvements

BART to San Jose

BART/Oakland Airport Connector

Muni Central Subway

Northwestern Pacific (NWP) Rail Service

REGIONAL TRANSIT EXPANSION POLICY (RTEP), GENERAL COMMENTS

Regional Transit Expansion Policy decisions should be delayed until various corridor studies and the Lifeline Transportation Network's initial outline are completed, reviewed and discussed.

The Lifeline Transportation Network should be outlined and its costs estimated before the RTEP is adopted because RTEP and Lifeline projects will compete for operating funds in the future.

The criteria for selecting the Regional Transit Expansion Policy projects should be changed to put more emphasis on "performance criteria", such as cost-effectiveness and land-use requirements.

Apply all of the criteria in the draft RTEP, instead of relying primarily on the financial criteria that describe the level of existing federal, state and local funding for a project.

MTC Response

Staff believes that project sponsors have provided sufficient level of detail to apply RTEP evaluation criteria and determine funding. The RTEP evaluation criteria adopted by the Commission (Resolution No. 3357) makes it clear that MTC will periodically review the policy to account for new information and adjustments as specific projects are refined.

The Commission has been consistent in its commitment to developing the RTEP and Lifeline Transportation Network in tandem. The evaluation criteria are different for each—especially in the areas cost-effectiveness and certain funding eligibilities—so the Commission prefers not to merge them. Both programs will be high priorities for any new funding opportunities, such as ACA 4/Prop. 42.

The highest priority RTEP projects will satisfy multiple criteria. The RTEP evaluation criteria do not emphasize one criterion over another. Limited funding—either available now or newly anticipated—requires that candidate projects be prioritized.

RAIL, BART AND RAPID BUS SERVICES

Rail services such as ACE and the Capital Corridor should be significantly enhanced (greater speed) and expanded rather than BART because they are more cost-effective and potentially faster.

BART should be extended first to areas within the district since these areas have been paying BART taxes for years.

Build BART around the Bay.

Rapid bus services using HOV lanes should be expanded because they are more cost-effective and flexible than either rail or BART.

Transit must become much faster. That is the only way to attract more drivers to switch to buses or trains.

MTC Response

ACE and Capitol Corridor provide long-distance, intercity service, while BART serves the region's inner core. One of the key limitations to adding more intercity rail service is available operating funds.

Studies are underway to evaluate new transit extensions in the Route 4 and Interstate 580 corridors, including extending BART east of the Bay Point and Dublin/Pleasanton stations; future new funding will determine their status in the RTEP.

The Commission is committed to expanding the regional express bus network; it recently allocated \$40 million to purchase express buses using funds from the Transportation for Congestion Relief Program (TCRP). While the regional express bus program is a candidate RTEP project, we estimate a 25-year operating subsidy of over \$1.5 billion. This amount is far beyond the funds projected in the RTP to be available to the Bay Area's transit operators; new Blueprint revenues, such as ACA 4/Prop. 42 funds, will be needed to fully implement the program.

TRANSBAY TERMINAL AND CALTRAIN IMPROVEMENTS

The Transbay Terminal and Caltrain Downtown Extension should be in Track 1 and should be considered one project.

MTC Response

The RTEP considers both projects as a single project with two phases (the TBT replacement Phase 1, and Caltrain DTX Phase 2) to preserve funding flexibility. MTC has been working with the San Francisco County Transportation Authority to develop a funding strategy that would allow both phases to move forward.

BART TO SAN JOSE:

Do not extend BART to San Jose. Develop a more cost-effective transit link between Fremont and San Jose.

Building BART to San Jose will drain vital funding from other more viable transit projects.

BART to San Jose does not meet key performance standards.

MTC Response

The BART to San Jose project continues to have strong support in Santa Clara County from voters who approved \$2 billion for the project. The Governor and Legislature also support the project through allocation of \$760 million from the Transportation for Congestion Relief Program (TCRP). The RTEP requires VTA to demonstrate the financial capacity to operate the

proposed project and sustain existing transit services; this demonstration is expected as part of a forthcoming negotiated operating and maintenance agreement for the project. In addition, contingent upon completion of a BART/VTA operating and maintenance agreement, the project will satisfy all the RTEP criteria.

BART/OAKLAND AIRPORT CONNECTOR

The BART/Oakland Airport Connector will provide significant economic benefits that should be considered; the project should be a Track 1 project.

MTC Response

This project is a candidate RTEP project.

MUNI CENTRAL SUBWAY

The Muni Central Subway is vital to Chinatown residents and visitors and should be a Track 1 project.

MTC Response

This project is a candidate RTEP project.

NORTHWESTERN PACIFIC (NWP) RAIL SERVICE

Service will promote transit-oriented development

Needs to connect to Larkspur ferry service to be successful

MTC Response

Also a candidate RTEP project; lack of an identified operating fund source makes this project a likely Blueprint candidate. Proposed Larkspur and San Quentin terminals would need to be incorporated into a future viable funding plan.

POSSIBLE INNOVATIVE SOLUTIONS

A significant amount of comment and discussion took place regarding the possible innovative solutions proposed by MTC staff during the public outreach workshops / public hearings. Through these discussion forums, and through the letters, emails and surveys received, the public voiced strong support for the Lifeline Transportation Network and Subsidized Transit Passes for Low-Income Students. Three other possible innovative solutions, designed to reduce congestion, also sparked considerable debate. Public comments and MTC responses to the discussion of the innovative solutions is summarized below in the following order:

Lifeline Transportation Network

Subsidized Transit Passes for Low-Income Students

Raise Bridge Tolls During Peak Hours

Provide Incentives to Convert Free Parking to Paid Parking

Construct Reversible Freeway Lanes to Increase Peak Period Capacity

LIFELINE TRANSPORTATION NETWORK

The proposed Lifeline Transportation Network (especially local bus service) is vital for those who are dependent on transit to get to work, school, governments centers, shopping, church, medical appointments and other essential activities.

Increase funding to provide more late evening and weekend service that connect with essential services.

Provide subsidies for low-income workers and students.

Investments are also important for low-income persons who must rely on an automobile.

Lifeline transit will not be able to adequately serve all low-income travel needs. MTC should explore low-cost solutions for providing automobiles to low-income individuals.

MTC Response

While not funded now in Track 1, Lifeline operations would be a good candidate for ACA 4/Prop. 42 funds if approved by the voters in March 2002.

MTC will be conducting a transportation affordability study this fiscal year to further evaluate how transit fares and other transportation expenses serve as a barrier to low-income persons' access to work, school, health care, etc.

Auto ownership barriers and methods of addressing auto costs will be explored in the transportation affordability study.

SUBSIDIZED TRANSIT PASSES FOR LOW-INCOME STUDENTS

MTC should fund the proposal to provide free transit passes for students from low-income families to increase school attendance and access to after-school activities.

The proposal should be fully funded, kept simple and straightforward, and implemented as soon as possible.

MTC should initially apply the program to the AC Transit district and then consider expanding the program Bay Area-wide.

Students are not the only market for low-income subsidies; a broader analysis including non-students should be conducted.

MTC Response

MTC is currently evaluating a proposal to subsidize student bus fares in AC Transit's service area; staff will present a pilot proposal to the Commission in December 2001.

RAISE BRIDGE TOLLS DURING PEAK HOURS

Use higher bridge tolls during peak hours to produce more funding for transit and to reduce congestion.

Higher bridge tolls will disproportionately hurt low-income people.

Eliminate tolls to smooth traffic congestion

MTC Response

MTC will further evaluate the support for and effectiveness of this potentially innovative program during the fiscal year.

PROVIDE INCENTIVES TO CONVERT FREE PARKING TO PAID PARKING

Develop incentives for developers and employers to convert free parking to paid parking.

Change local parking policies so that developers are not required to build as much free parking.

Parking charges would hurt local businesses.

Reward employees who use transit rather than drive to work and park.

MTC Response

MTC will further evaluate the support for and effectiveness of this potentially innovative program during the fiscal year.

CONSTRUCT REVERSIBLE FREEWAY LANES TO INCREASE PEAK PERIOD CAPACITY

Do not build reversible freeway lanes; they will only increase driving.

This could be a way to get more useful capacity out of our existing freeway system.

MTC Response

MTC will further evaluate the support for and effectiveness of this potential innovative program during the fiscal year.

DRAFT 2001 RTP: POLICY

Many public comments focused on the policies and procedures of MTC and outlined in the RTP. These comments and the MTC responses are summarized according to the topics listed below:

Performance Measures

Transportation and Land Use

Transit Capital Shortfalls

MTC Leadership

Regional Vision

Funding Equity

Management and Maintenance

More Roads, Not More Transit

PERFORMANCE MEASURES

The RTP goals are great, but the plan lacks real performance measures.

The performance measures are not being used to evaluate projects.

Project funding priorities should be developed using performance measures.

Performance measures are okay, but there are big gaps in data for some measures that make it difficult to fully evaluate projects.

The trends and projections in the Plan indicate that the Bay Area will not be able to achieve many of the RTP goals and will not be able to address several of the public “messages”; there needs to be major changes in how the region develops and invests in its transportation system.

MTC Response

The Commission supports the performance measure concept, and made three significant strides in this RTP: 1) a Performance Evaluation Report that addresses system-level measures; 2) the use of measurable objectives for each RTP goal; and 3) adoption of RTEP evaluation criteria.

Project-level measures are used extensively to evaluate project alternatives in focused corridor or major investment studies.

MTC will continue to assess performance measure concepts next year.

There is no question that projected population and employment growth will strain the transportation system’s ability to accommodate this growth given the funding constraints identified in the Plan, and the requirement to use adopted ABAG growth projections as the basis for transportation system performance assessments. MTC will advocate for new funding

and will work with our partner agencies on several of programs previously mentioned, such as Smart Growth Initiative, TLC/HIP, bicycle/pedestrian planning, to address the RTP goals.

TRANSPORTATION AND LAND USE

Growth projections show substantial increases in vehicle miles traveled and delay; this indicates that land-use patterns must be addressed as part of the overall transportation problem

MTC should use incentives and its funding decisions to encourage local land-use policies that (a) are linked to transit development and (b) will promote increased use of transit.

Continuing to make transportation funding decisions separate from local land-use decisions will keep us from ever “getting ahead” of transportation problems.

Specific pro-active efforts like the establishment of a Smart Growth planning fund should be considered.

Transit-oriented development will provide long-term improvements and ultimately help reduce congestion.

MTC funding allocations should be based on a city/project’s support for transit-oriented development.

MTC should not subsidize transit-oriented development with transportation funds; local jurisdictions and developers will determine the viability of transit-oriented development.

MTC Response

MTC cannot unilaterally determine appropriate local land-use decisions. A broader consensus is needed beyond that which the Commission can provide. To this end, MTC joined forces with four other regional agencies—the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation Development Commission (BCDC) and the Regional Water Quality Control Board (RWQCB)—as well as the Bay Area Alliance for Sustainable Development to investigate smart growth and sustainable development in the Bay Area. One goal is to develop consensus on a set of “best practices” and financial incentives to spur similar efforts. The agencies also intend to work with local governments to identify environmentally important areas that should be preserved or enhanced, as well as to define areas suitable for more intense development. MTC is the largest financial contributor to this initiative and will continue to work with our partner agencies.

MTC does attempt to link its funding recommendations for Transportation for Livable Communities (TLC) and the Housing Incentive Program (HIP) to those projects that have broad community support which provides such an incentive.

TRANSIT CAPITAL SHORTFALLS

Transit needs to remain affordable; do not require transit operators to periodically raise fares to keep pace with inflation.

MTC Response

The Commission has indicated that there should be some connection between the RTP commitment to fund 100 percent of projected transit rehabilitation shortfalls and transit performance. This policy is intended to maintain a balance between regional and local responsibility for transit funding, especially in cases where a transit agency intends to expand beyond existing service levels. This policy would not necessarily require an operator to raise fares; for example, San Francisco Muni has kept its fare levels constant by increasing general fund support to cover higher operating costs. The estimated transit capital shortfalls in the RTP are based on the historic pattern of fares and other local revenue keeping pace with inflation; if this were not the case, the transit shortfalls would be much larger unless new funding sources become available.

MTC LEADERSHIP

MTC should provide regional leadership to address key multi-operator issues such as connections between transit providers and the need for more uniform transit fare policies.

MTC Response

MTC annually assesses regional transit coordination efforts in its Transit Coordination (SB 1474) Implementation Plan. Many service and fare coordination efforts are underway including TransLink®, coordinated implementation of MTC's Regional Express Bus Program, and coordinating Alameda and Contra Costa counties' paratransit services. In addition, the Commission will consider setting one or more transit performance and coordination standards that each operator will be required to achieve to remain eligible for regional transit rehabilitation funding, and has made rail/bus connectivity an RTEP criteria.

REGIONAL VISION

The RTP only includes local priorities and does not contain a regional vision.

MTC Response

About 91 percent of projected RTP funding is committed by law, voter mandates or recent MTC programming actions; more than 80 percent of this amount is committed to maintain and operate our existing transportation system, a top Commission priority. The remaining transit or highway expansion projects have typically been subject to extensive planning and public input in the form of corridor or major investment studies involving MTC, or are included in operator service plans or countywide plans which have undergone extensive public review.

In addition, nearly half of the remaining nine percent of regional discretionary Track 1 funds (uncommitted funds) support regional projects such as the RTEP, system management programs and TLC/HIP.

FUNDING EQUITY

MTC's Track 1 Project Notebook shows that only 10 projects out of 163 Track 1 projects (Track 1 funds refer to uncommitted funds) address the equity goal.

RTP funding for transit is inequitable given the service needs of large transit dependent populations.

MTC Response

Counting "equity" projects in this manner is misleading since it ignores the positive equity aspects of the RTP's commitment of 80 percent of total funding to sustain urban transit systems and the roads on which the buses run; TLC/HIP and bicycle/pedestrian programs include many projects that are unknown at this time. Projects that will be implemented in the future will undoubtedly serve many disadvantaged communities as has been the case to date.

At the request of the Environmental Justice Working Group, MTC included an exhaustive breakdown of transit funding assumptions in the RTP. These tables clearly demonstrate how MTC's funding decisions consistently support urban bus operators.

A principal purpose of recent RTPs has been to expand options to single-occupant auto travel in light of growing traffic congestion and the financial, environmental and community constraints on significant freeway expansion.

MANAGEMENT AND MAINTENANCE

Continue the emphasis on maintenance of roads and transit.

MTC Response

More than 80 percent of the 25-year revenues in the RTP are directed at maintenance and operation of our existing transportation system

MORE ROADS, NOT MORE TRANSIT

Transit funding in the RTP is out of proportion to the number of transit trips and does not deserve to receive such a big cut of the funding. As the RTP shows, most people will still drive.

MTC Response

A large portion of the transit funding is directed by statute or voter-approved sales taxes to transit operation or specific capital projects. The new Track 1 program in the RTP is fairly evenly split between transit and highway projects.

DRAFT 2001 RTP: OTHER PROJECTS

The RTP covers many of the rail and bus projects included in the RTP. Other projects, that do not have transit components, are integral to the Regional Transportation Plan. The RTP includes projects that focus on automobiles and highways, pedestrians, bicyclists, and vital community spaces. Public comments on the following key topics focus on these other RTP projects:

Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)

Regional Bike Plan / Pedestrian Safety Task Force

Highway Projects

TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)/HOUSING INCENTIVE PROGRAM (HIP)

Support tripling size of TLC/HIP, but even this isn't enough.

The size and structure of TLC/HIP concerns some partner agencies.

MTC Response

The final RTP will contain the original proposal to triple the size of TLC/HIP, with one-third of the funds returned to the county congestion management agencies (CMAs). The program details for the county TLC/HIP will be finalized after RTP adoption.

REGIONAL BIKE PLAN/PEDESTRIAN SAFETY TASK FORCE

Create regional set-aside for projects identified in the regional bicycle network.

Support for safe routes to transit facilities.

Accommodation for bicycle and pedestrian access needs to be considered in any transportation improvement.

More attention should be paid to pedestrian-friendly developments.

MTC Response

MTC's Regional Bicycle Plan, which will be included in the RTP, commits to programs that will improve bicycling, including bike safety.

The Regional Bicycle Plan identifies a number of projects to improve bicycle travel, including those that improve bicycle access to transit centers.

Many of the TLC/HIP projects and RTP road improvements include bicycle/pedestrian facilities.

Staff is recommending that a regional set-aside not be considered for this RTP because it would displace existing Track 1 priorities. A proposed regional set-aside for bicycle projects will be revisited for the next RTP update, at which time it can be more fully weighed against other proposed regional set-asides and county commitments.

The RTP invests nearly \$600 million in bicycle and pedestrian projects. Investment in MTC's Regional Bicycle Plan would fill gaps in the regional bicycle network. Approximately \$114 million in regional discretionary funds in the RTP would be available for this purpose.

HIGHWAY PROJECTS

Take the Hayward Bypass and Caldecott Tunnel 4th Bore out of the RTP.

MTC Response

The Alameda County Congestion Management Agency (CMA) has indicated that the Hayward Bypass remains a top priority. Pending the Alameda County Transportation Authority's review of recent court findings regarding the project, the project will remain in Track 1 unless the CMA asks that it be removed.

Inclusion of the Caldecott Tunnel 4th Bore was based on a recent MTC study. The study indicated that additional transit investment would not substantially reduce reverse commute tunnel congestion given dispersed origins and destinations on either side of the tunnel.

In addition, the Caldecott 4th Bore is of keen interest to the State. The Governor included \$20 million in his Traffic Congestion Relief Program, and the California Transportation has programmed \$16 million, and is considering an additional \$5 million in the next year's State Transportation Improvement Program (STIP).

DRAFT 2001 RTP: GENERAL COMMENTS

Discussion and comments on the Draft RTP were received from thousands of individuals and organizations. General comments and concerns regarding the RTP focused on the following topics:

Safety

New Funding

Aging Population

Regional Customer Service Programs

Economic Vitality / Goods Movement/Freight

SAFETY

Address safety issues, particularly transit security and bicycle/pedestrian safety

MTC Response

MTC added safety as a new goal to the 2001 RTP update based on public response. The most appropriate response to various safety concerns associated with multiple transportation modes will require further discussion. At a broad regional level, the Commission's priority commitment to transit rehabilitation, road maintenance and the Freeway Service Patrol/Call Box Program are examples of programs that have positive safety impacts. While keeping transit systems in good operating shape can provide safety side benefits, transit security is directly addressed by the individual transit operators.

RTP recommendations for pedestrian safety are still being developed in conjunction with the Pedestrian Safety Task Force and will be presented to the Commission in December 2001.

NEW FUNDING

Obtain new funding to expand/improve system.

MTC Response

The Blueprint element in the RTP serves as an advocacy tool for new transportation revenues. MTC expects that the RTEP and key Blueprint projects and programs will influence the use of new fund sources, such as ACA 4/Prop.42 and new or re-authorized transportation sales taxes.

AGING POPULATION

The rapid growth over the next 25 years of the senior population means the transportation needs of this group must be given greater attention.

MTC Response

MTC will be conducting an older Americans study of senior mobility needs next year.

REGIONAL CUSTOMER SERVICE PROGRAMS

Some partner agencies have concern over the size and effectiveness of some customer service programs (e.g. RIDES, TravInfo®, etc.)

MTC Response

The RTP Track 1 commitment to these programs is intended to maintain existing services. Staff will continue to work with the Partnership to monitor and evaluate project effectiveness.

ECONOMIC VITALITY/GOODS MOVEMENT/FREIGHT

The plan does not provide enough innovative freight solutions to address the real problems faced by businesses.

An inefficient transportation system cannot support economic vitality. There is not enough attention paid in the RTP to economic vitality.

MTC Response

Almost all investments in road and transit capacity and system management programs will indirectly benefit goods movement. In addition, the RTP includes funds for the Port of Oakland's Joint Intermodal Terminal and truck-specific improvements in the I-580 corridor.

Supporting community and economic vitality are two key RTP goals. The RTP invests in highway facilities that will improve goods movement between port destinations within and outside the region; the RTP also recognizes that port activities provide many jobs within the region's urban core.